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that the tariff was made an issue in the state campaign of 1889 is in any degree responsible for the low percentages of votes cast in the eastern counties of the state, Barnstable, Bristol, and Plymouth, it is impossible to say. Similar returns do not exist for previous years as far as I know, so that no comparison can be made between years like 1889, when only state officers were elected, and years in which congressmen and presidential electors were chosen.

WALTER S. ALLEN.

FRENCH STATISTICAL ALBUM.

Album de Statistique Graphique de 1888. Ministère des travaux publics. Paris. 1889. Pp. x. Plates 22.

This is the tenth issue of the statistical album issued by the Ministry of Public Works of France. These albums have for their special end the graphical representation of statistics of railroads, internal and ocean commerce, and passenger transportation in Paris. Eight charts are devoted to the first subject, eleven to the second, and three to the last. Under railroads, for example, there are graphical charts illustrating gross and net receipts, number of passengers carried, tonnage, consumption of rails, development of railroads in the principal countries of the world from 1830 to 1880; and two very ingenious plates showing the shortening of time for various distances of travel in France during the past two hundred years, and the decrease in passenger rates of fare since 1798.

There are three principal methods employed in representing the statistics, based in almost all instances upon cartograms. These methods are: First, the use of lines on bands of different widths, to represent, for example, the gross and net receipts of railroads, the bands following upon the map the routes of the principal railroad systems; second, the use of circles, to show, for example, the gross receipts at railway stations. The circle is divided into as many sectors as there are roads running into the stations. Each railroad is represented by a conventional color, a light shade of this indicating the passenger receipts, and a dark shade the receipts from merchandise. A third method is the use of squares divided in much the same way as the circles.

The map, which shows the shortening in time of journeys to different parts of France, in the past two hundred years, is constructed on an ingenious plan. A large map of France indicates by proportional distances the length of journeys in time to different towns from Paris, by the diligence in 1650. Other maps of France are drawn within the first with Paris as a common centre, each representing a different epoch in the history of transportation; the radii from Paris to the several towns are constructed according to the same scale, depending upon the time spent. Thus we have a series of concentric maps growing smaller and smaller. To Havre the successive radii measured in hours are as follows: In 1650, 97; 1782, 52; 1814, 31; 1834, 17; 1854, 5.15; 1887, 4.10. Much improvement was evidently made before the introduction of railroads.

D. R. D.

MINOR NOTICES.

The first number of the *Annals of the American Academy of Political and Social Science* (July, 1890) which has just appeared contains matter of interest to students in the various departments of the broad field which the journal expects to occupy. A translation by Miss Jane E. Wetherill, of the official report of the Hungarian Minister of Commerce, upon the zone tariff in Hungary, as applied to railroad passenger rates, gives a very complete statement of the practical operation of this novel system of passenger fares. It is full of figures bearing on the subject, with an instructive comparison of the workings of the former and present systems. The influence of the price of tickets upon the amount of railroad traffic is clearly brought out. The most salient points of the report are summarized in an introductory note by Prof. E. J. James, which gives some interesting figures comparing the relative amount of the passenger traffic of railroads in different countries. It shows that the passenger traffic of American roads has received very little attention from railway managers, and that, despite the great fall in freight rates in the last thirty years, passenger fares are little less than they used to be. The article is an important contribution to the literature of transportation problems. Mr. Leo S. Rowe gives a statement of the "Instruction in Political Economy and Public Law in German Universities," a list of all